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February 12, 2008

TO: Members of the Transportation Policy Committee

FROM: Mayor Keno Hawker, Mesa, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.

Wednesday, February 20, 2008

MAG Office, Suite 200 - Saguaro Room

302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction▲ City of Avondale▲ Town of Buckeye▲ Town of Carefree▲ Town of Cave Creek▲ City of Chandler▲ City of El Mirage▲ Fort McDowell Yavapai Nation▲ Town of Fountain Hills▲ Town of Gila Bend
Gila River Indian Community▲ Town of Gilbert▲ City of Glendale▲ City of Goodyear▲ Town of Guadalupe▲ City of Litchfield Park▲ Maricopa County▲ City of Mesa▲ Town of Paradise Valley▲ City of Peoria▲ City of Phoenix
Town of Queen Creek▲ Salt River Pima-Maricopa Indian Community▲ City of Scottsdale▲ City of Surprise▲ City of Tempe▲ City of Tolleson▲ Town of Wickenburg▲ Town of Youngtown▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
February 20, 2008**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A. Approval of December 12, 2007 Meeting Minutes

*4B. Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

4A. Review and approval of the December 12, 2007 meeting minutes.

4B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables.

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. An administrative modification does not require a conformity determination. In addition, Table D notes the material cost change to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000. On January 31, 2008, the Transportation Review Committee recommended approval of the project changes. This item is on the February 13, 2008 agenda of the MAG Management Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4C. Consultant Selection for the Statewide Transportation Survey

On December 19, 2007, the MAG Regional Council approved conducting a public opinion survey to measure voter attitudes and preferences in addressing regional and statewide transportation mobility needs, and that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey. On January 13, 2008, MAG issued a Request for Proposals to develop and conduct an independent, scientifically valid voter opinion survey. In response, six proposals were received. A multi-agency review team met on February 5, 2008, and recommended to MAG the selection of WestGroup Research to conduct the survey. In addition, the team recommended that if negotiations with WestGroup are not successful,

4C. Recommend that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommends that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

that MAG be directed to negotiate with its second choice, Behavior Research Center. This item is on the February 13, 2008 agenda of the MAG Management Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

*4D. The Interstate 10 - Hassayampa Valley Transportation Framework Study

Since May 2006, MAG has had the Interstate 10-Hassayampa Valley Transportation Framework Study underway for establishing a mobility framework for a significant portion of Maricopa County west of the White Tank Mountains. In August and September 2007, the Management Committee, the Transportation Policy Committee, and Regional Council were provided a briefing on the results and potential recommendations generated on the project. The Transportation Review Committee recommended approval of the Study on January 31, 2008. This item is on the February 13, 2008 agenda of the MAG Management Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

4D. Recommendation to (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate-10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue; (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as described in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and, (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

ITEMS PROPOSED TO BE HEARD

5. Draft Revised MAG Highway Acceleration Policy

At the September 12, 2007 MAG Management Committee meeting, a working group of managers was formed to review and recommend revisions to the MAG Highway Acceleration Policy. The working group met on December 5, 2007 and on January 30, 2008. At the January 30, 2008 meeting, the consensus of the working group was to move the draft revised MAG Highway Acceleration Policy forward for consideration and adoption by the Regional Council. This item is on the February 13, 2008 agenda of the MAG Management Committee. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

5. Discussion and possible action to recommend the adoption of the draft revised MAG Highway Acceleration Policy.

6. BQAZ Update and Schedule

In December 2007, the Transportation Policy Committee (TPC) and the Regional Council received an update on the Building a Quality Arizona (BQAZ) planning effort. From these committees, MAG received direction to work cooperatively with the Arizona Department of Transportation and the other regional planning agencies on the framework studies and also to provide ADOT with information describing the transportation challenges facing this region. Staff will provide an update on the schedule to update the Regional Transportation Plan and describe the critical data elements that are needed regarding the transportation challenges facing Arizona. Please refer to the enclosed material.

7. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

6. Information and discussion.

7. Information, discussion and possible action.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING**

December 12, 2007
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

* Councilmember Peggy Bilsten, Phoenix, Chair
Mayor Keno Hawker, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
F. Rockne Arnett, Citizens Transportation
Oversight Committee
Vice Mayor Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
Mayor Steven Berman, Gilbert
Dave Berry, Swift Transportation
* Jed S. Billings, FNF Construction
Mayor Bobby Bryant, Buckeye

Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates
Mark Killian, The Killian Companies/
Sunny Mesa, Inc.
Joe Lane, State Transportation Board
Mayor Marie Lopez Rogers, Avondale
Mayor Mary Manross, Scottsdale
* David Scholl, Westcor
Mayor Elaine Scruggs, Glendale
Supervisor Max W. Wilson, Maricopa County

* Not present

Participated by telephone conference call

+ Participated by videoconference call

1. **Call to Order**

The meeting of the Transportation Policy Committee (TPC) was called to order by Vice Chair Keno Hawker at 4:00 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Vice Chair Hawker noted that Mayor Manross, Mayor Marie Lopez Rogers and Mayor Scruggs and Mr. Lane were participating by telephone. He noted that Chair Bilsten was leaving office due to term limits and a Resolution of Appreciation had been prepared for her.

Vice Chair Hawker requested that members of the public turn in their public comment cards to staff. Transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Vice Chair Hawker stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard. It was noted that no public comment cards were received.

4. Approval of Consent Agenda

Vice Chair Hawker stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. It was noted that no public comment cards were received.

Vice Chair Hawker asked members if they had questions or would like to hear any of the consent agenda items individually. No requests were noted. Supervisor Wilson moved to recommend approval of the consent agenda items #4A, #4B, and #4C. Mayor Cavanaugh seconded, and the motion carried unanimously.

4A. Approval of September 19, 2007 Meeting Minutes

The Transportation Policy Committee, by consent, approved the September 19, 2007 meeting minutes.

4B. Arterial Life Cycle Program Status Report

A status report on the Arterial Life Cycle Program (ALCP) was provided for the period between July and September 2007 and includes an update on ALCP Project work, the remaining FY 2008 ALCP schedule, and ALCP revenues and finances. This item was on the agenda for information and discussion.

4C. Update to the Arterial Life Cycle Program Policies and Procedures

The Transportation Policy Committee, by consent, recommended approval of the proposed changes to the previously approved December 13, 2006 ALCP Policies and Procedures. The Arterial Life Cycle Program (ALCP) Policies and Procedures, approved by the MAG Regional Council on December 13, 2006, required revisions. The proposed revisions included a section on Regional Area Road Fund (RARF) closeout policies and other minor technical refinements. The Transportation Review Committee and the Management Committee recommended approval of the revisions.

5. Proposition 400 Noise Mitigation Funds

Eric Anderson, MAG Transportation Director, stated that on May 24, 2007, MAG issued a solicitation of projects to utilize the remaining \$20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible for noise mitigation through the normal Arizona Department of Transportation (ADOT) process, i.e., areas that are scheduled for

roadway improvements through 2025. ADOT has completed a review of the requests and has determined that the requests for sound walls total about \$17 million. Mr. Anderson noted that at each place was the request from the City of Glendale for reimbursement of \$9.3 million it spent on noise walls along Loop 101.

Mr. Anderson stated that there is a total of 11 sites that were evaluated by ADOT: five in Phoenix, two in Scottsdale, three in Peoria, one in an unincorporated part of the County near Sun City West. He advised that an extensive petition was received from residents of Scottsdale in the Cactus Road/Loop 101 site, which he could make available to members. Mr. Anderson explained that the City of Glendale funded noise walls along Loop 101 due to significant issues in this area. He said that ADOT did not fund them because the notice of public knowledge for Arrowhead Ranch was approved before the corridor was sited. Mr. Anderson said that ADOT policy calls for the pulling of building permits being the date of public knowledge.

Mr. Anderson stated that all 11 sites have significant noise issues, but only one has levels that on an average basis exceeds ADOT policy. He said there is concern that if mitigation is provided to sites that do not meet the ADOT criteria the program would be opened up to provide noise mitigation across the system. Mr. Anderson added that there is still some question about how ADOT conducts noise analysis. According to Federal Highway Administration, analysis should be done at the time when traffic is worst to provide a baseline noise level. Mr. Anderson advised that ADOT conducted some of the analyses during peak hours and others they did in non-peak hours.

Mr. Anderson stated that upon approval, the next step is for ADOT to conduct detailed noise modeling in order to define and determine the effectiveness of the proposed noise mitigation solutions. He said that the requested action is for the TPC to recommend that ADOT move forward with the detailed noise modeling, and at the same time MAG can work with ADOT to resolve issues about peak and non-peak monitoring. Mr. Anderson added that the modeling is a two-month exercise, after which the results would be brought back to the TPC.

Vice Chair Hawker asked for clarification why 26 locations were listed in the agenda material and analysis had been done on only 11 sites. Mr. Anderson replied that there are multiple locations listed for the same site where noise monitoring takes place.

Supervisor Wilson asked the dollar amount for the 11 sites. Mr. Anderson replied that ADOT has estimated construction costs for the 11 sites at \$17 million, with \$20 million available. Mr. Anderson added that the \$17 million total does not include the Glendale reimbursement request nor the design costs.

Mr. Berry expressed concern about projects not meeting ADOT criteria and that it seemed there could be a risk of setting a precedent. He asked if getting a legal opinion might be advisable. Mr. Anderson replied that he tended to agree about consulting legal advice before moving forward with construction projects. He added that the requested action was not to move any projects forward, but to move forward the noise modeling. Mr. Anderson said that when the Loop 303 connects to I-10 and I-17, the noise volumes will rise along Loop 303. He added that perhaps noise mitigation for these projects might be done from construction funds and not noise mitigation funds.

Vice Chair Hawker recognized public comment from Cherie Gould, speaking on behalf of the Astoria and Greenstone neighborhood in Scottsdale. Ms. Gould stated that the development along Pima Road and Loop 101 concerns residents. She said the neighborhood is in unanimous agreement that they love the proximity of the freeway for their use, but they have no peace of any kind due to freeway noise. Ms. Gould stated that the neighborhood supports the construction of sound walls along Loop 101 and feel they should be erected to restore peace in their neighborhood. Vice Chair Hawker thanked Ms. Gould for her comments.

Vice Chair Hawker recognized public comment from Steve Dreiseszun, President of the F. Q. Story Historic District. Mr. Dreiseszun commented that he has addressed the TPC previously on the impacts to his neighborhood resulting from I-10 which has run through his neighborhood for the past 17 years. He commented that the noise mitigation process has been a long time coming and is overdue. Mr. Dreiseszun stated that most of the money was spent on rubberized asphalt and the last of the money that was hoped would last for 20 years is being spent. Mr. Dreiseszun encouraged the TPC to follow this process to its natural conclusion to protect neighborhoods from noise. If noise continues, it is an unfair burden to neighborhoods. Mr. Dreiseszun also encouraged finding future funding because there are 15 years left in the program and no money left for future neighborhoods. He stated that it is the residents who are bearing the brunt, and he hoped neighborhoods are protected through the MAG process. Vice Chair Hawker thanked Mr. Dreiseszun for his comments.

Mayor Scruggs stated that Glendale's situation is the same as other jurisdictions - it made improvements before funds became available. She stated that the City of Glendale has never received assistance for sound walls it erected. Mayor Scruggs stated that \$9 million is a tremendous amount of money for a community to bear. She stated that with Proposition 400, some jurisdictions were paid retroactively for road improvements already completed.

Mr. Beard stated his agreement to have consistent monitoring data because of the important decisions that will be made as a result. He stated his agreement with Mr. Berry about projects that do not meet the criteria. Mr. Beard stated that there is a lot of growth yet to happen and it is important to fund projects that meet the criteria and continue to reserve funds for those projects. He commented that if all of the money is spent now on projects not meeting the criteria, the program might be out of money later for projects that do meet the criteria.

Mayor Scruggs stated that a 1985 aerial view that showed the future location of Loop 101 and existing housing not deemed to meet the requirements was the reason this project was denied funding from Proposition 300. She stated that at the same time, there was on file an approved master plan with 4,000 acres of homes. Mayor Scruggs stated that the city had to build sound walls because the noise was tremendous. She noted that they were told they could not have funding in the first round because no homes were there, and now they are being told they cannot have funding because the homes were already there.

Mayor Cavanaugh stated that he understood this item was not to fund any project, just to do the noise modeling. Mr. Anderson replied that was correct, the action being requested was to authorize ADOT to do the noise modeling work. Mayor Cavanaugh stated his agreement with Mr. Berry. He said that there is a correlation between development and who pays for walls. Mayor Cavanaugh stated that a legal interpretation of planning is essential.

Mayor Berman asked if the area would meet the criteria if Glendale had not built the sound walls. Mr. Anderson replied that according to the data that Glendale supplied to ADOT, the area would meet the criteria. Mayor Berman remarked that if the project met the criteria and was built to protect the neighborhood, he had no problem reimbursing Glendale.

Vice Chair Hawker stated that there are two issues that the TPC could address: 1) Legal issues. 2) Addressing retroactive reimbursements for communities who undertook noise mitigation at their own cost.

Mr. Berry moved to recommend that ADOT move forward with the detailed noise modeling. Vice Chair Hawker asked Mr. Berry if he wanted to include a legal opinion in the motion. Mr. Berry said he did not think the legal part needed to be included in the motion. Councilmember Aames seconded.

Mayor Cavanaugh stated that this was more than noise mitigation - it was about following a rule. Planning, pulling a permit, being in a site plan - that needs to be reported before spending any money.

The vote on the motion passed unanimously.

Vice Chair Hawker stated that a determination is needed on getting clarification of moving forward with reimbursement of projects paid by jurisdictions. He said he would like to get a vote either up or down. Vice Chair Hawker stated that there may be other instances where a jurisdiction built walls and was not reimbursed. He advised that criteria for that are needed. Mr. Anderson noted that the request for noise mitigation projects was silent on reimbursements, and there could be additional projects out there.

Vice Chair Hawker asked if there was a time constraint on the \$20 million. Mr. Anderson replied that originally, the noise mitigation funds were spread across 20 years; however, the accommodating the \$20 million over the next two years would not cause a problem with cash flow.

Vice Chair Hawker commented that there could be future changes to traffic patterns and spending all of the funds now could result in no noise mitigation money being available for those projects. Mr. Anderson stated that initially, the Proposition 400 funds were to take care of existing neighborhoods, and there was also discussion of recognizing that there might be future problems in neighborhoods facing freeways. Mr. Anderson noted that this year, the TPC discussed using funds to provide mitigation funding for neighborhoods without improvements planned for 10 to 20 years.

Vice Chair Hawker stated that a neighborhood might qualify 10 years in the future, but does not qualify today. He asked what funding would be available if the money is spent now. Mr. Anderson stated that noise modeling will take into account future traffic projections. He said that not all contingencies can be planned for, but the program can continue to entertain requests for noise mitigation for those projects and look for other sources of funding. Mr. Anderson referenced Mr. Dreiseszun's comments that rubberized asphalt took \$55 million of the \$75 million, and suggested finding ways to rebuild the fund. He noted that the cost of rubberized asphalt is significantly higher than expected, and it is up to the TPC to decide.

Councilmember Aames asked if ADOT had made any statement about reimbursement for existing walls. Mr. Anderson replied that ADOT has expressed no opinion. He added that ADOT sees this as a regional

issue and it is up to the region to set a policy. Mr. Anderson stated that ADOT is concerned about building noise mitigation projects that do not meet the criteria.

Mr. Beard suggested that staff contact member agencies and see if there are any other requests for reimbursement.

Vice Chair Hawker expressed concern that such a solicitation could be a wish list. He said he did not anticipate noise mitigation funding would be retroactive.

Mayor Cavanaugh asked if this was ADOT policy or law that states when a developer pays, when a city/town pays, or when ADOT pays. Mr. Anderson replied that it is not state law, but is part ADOT policy. He explained that the policy is that the date of public knowledge is the day the corridor alignment is set. If a building permit has been pulled prior to that, noise mitigation will be provided. Mr. Anderson advised that the construction permit must be before the date of public knowledge to be eligible for noise mitigation funding under ADOT policy. He said that he understood Arrowhead Ranch was approved as a master planned development, but a construction permit had not been pulled. Mr. Anderson commented that even though everyone knew about the development, ADOT reverted to the policy that the permits had not yet been issued, and the area did not qualify for noise mitigation.

Mayor Scruggs stated that at the date of public knowledge there were a few homes in a rural setting. She commented that there was no way 35,000 building permits could be pulled at one time, even though it was common knowledge the development was coming. Mayor Scruggs stated that ADOT declined to provide sound walls for a community it knew was going to be built, as the development was well recorded since 1983. She commented that even though the City showed ADOT the decibel sound readings, ADOT went back to the 1985 date of public knowledge, before the start of any construction. Mayor Scruggs stated that the same thing happened with landscaping, which they did not get. Mayor Scruggs asked how ADOT could know that is coming and what the people will be subjected to, and refuse to acknowledge it?

Mayor Cavanaugh stated that his point is that there is a policy that everyone follows. He expressed concern that a lot of people could be in line for reimbursement of sound walls.

Mayor Scruggs stated that she did not think there will be another situation like Glendale's.

Vice Chair Hawker stated that the \$20 million was not being spent now, and there were a lot of options for the TPC to consider. He noted that the requested action was to make a recommendation on moving forward with noise modeling to ensure that noise projects are done uniformly.

Mayor Hallman asked if there was a way to show the projects that had been funded by cities/towns. He said that it might be productive to show those examples and costs to better understand the equity.

Mayor Scruggs stated her support for Mayor Hallman's suggestion. She added that during the development of the Regional Transportation Plan, there were deliberate efforts to put in projects that would be reimbursed under Proposition 400.

6. Amendment to the FY 2008 MAG Unified Planning Work Program to Include a Transportation Survey

Dennis Smith, MAG Executive Director, stated that the Arizona COG and MPO Association has been meeting for the past two years on the Building a Quality Arizona (BQAZ) effort, which was begun to address statewide transportation needs. Mr. Smith stated that to better understand public attitudes regarding transportation needs, potential solutions and timing, a public opinion survey is being recommended. He noted that during Proposition 400, numerous polls were conducted to find out the citizens' positions and attitudes, election timing, and the effects of the economy. Mr. Smith advised that a scientific household telephone survey would explore citizen attitudes regarding transportation issues and potential solutions on a regional and statewide basis in addressing mobility needs. Mr. Smith stated that staff is requesting that the TPC recommend that a transportation survey be conducted to measure citizens' attitudes.

Vice Chair Hawker asked if the survey would be not only regionwide, but statewide. Mr. Smith replied that was correct, because it was being tied to a statewide election.

Councilmember Aames asked if the survey would be integrated into the timeline for the statewide proposition. Mr. Smith replied that it would be conducted in concert with the framework studies effort, which is a 12-month process.

Vice Chair Hawker asked if the TPC would be able to review the questions on the instrument prior to the survey being conducted. Mr. Smith replied that was correct. He explained that the consultant hired to conduct the survey would solicit input from the TPC to get ideas of what they would like on the poll.

Mayor Lopez Rogers asked if polling was being conducted in any other part of the state. Mr. Smith replied that he was aware that the Time Coalition has initiated one poll.

Vice Chair Hawker said that he preferred to spend money on building projects. He said that he felt the polling might be premature because the framework studies have not been completed.

Mr. Berry moved to recommend approval of an amendment to the FY 2008 MAG Unified Planning Work Program and Annual Budget to include \$55,000 for a transportation survey measuring regional and statewide attitudes, opinions and interests. He commented that he thought polling might help in the development of the plan. Mr. Arnett seconded the motion.

Councilmember Aames asked if staff felt a survey would be valuable in terms of gaining information and direction. Mr. Smith replied that staff felt a survey would be helpful. He stated that polling was extremely valuable in Proposition 400, when initially, there was interest for a highway plan only, but the polling showed the public supported a multimodal plan.

With no further discussion, the vote on the motion passed unanimously.

7. Update on the Litter Prevention and Education Program for the Regional Freeway System in the MAG Region

Kelly Taft, MAG Communications Manager, stated that the Regional Transportation Plan allocates \$279 million in funding for landscape maintenance and litter control efforts, including litter pickup, sweeping, and litter prevention/education efforts. She said that in August 2006, MAG contracted with Riester, an

advertising and public relations firm, to conduct a regional litter education and prevention campaign, Don't Trash Arizona!

Joe Yuhas, Executive Director of Public Affairs at Riester, and Jennifer Catapano, Integration Manager, provided an update on the anti-litter campaign's progress to date. Mr. Yuhas said that the goal of the program is to reduce litter on the regional freeway system in the MAG region, develop and implement a strategy to increase public awareness and change behavior, and establish a process to measure the success of the program. Ms. Catapano stated that through research, the target audience is shown to be 16 to 34 years of age. She said that statewide surveys were conducted to determine the public's perception of littering.

Ms. Catapano reviewed some of the campaign's public relations events, including the Top Ten Litter Hot Spots press conference with Governor Napolitano and Chair Peggy Bilsten, the Anti Trash Costume Bash, unsecured loads media event, EarthFest, media advertising through radio spots and the DonTrashAZ.com website. Mr. Yuhas commented that the dollars invested in the program need to be leveraged with free and earned media. He added that it is important that the partnership is coordinated with state effort and there is no duplication of efforts.

Ms. Catapano stated that an evaluation of the program's effectiveness will be measured by a reduction of complaints to the ADOT central office, and a phone follow-up survey conducted in the spring of 2008 with Arizona residents to measure awareness and behavior changes.

Councilmember Aames asked if the target group of 18 to 34 year-olds was going to be surveyed to measure the effectiveness of the program. Ms. Catapano replied that the survey will contact not only the target group, but all age groups across the state. Demographics information will be collected from respondents.

Mr. Andrews asked if hazardous waste was an issue for cleanup crews and how it was handled. Ms. Catapano replied that the campaign coordinates with Mark Schalliol who supervises freeway maintenance at ADOT. She said that road crews do encounter hazardous materials, such as drug paraphernalia, and there are procedures in place for proper disposal.

Ms. Taft stated that staff is looking for guidance from the TPC if they want to continue funding for the education program and keeping it as an item in the MAG FY 2009 Work Program. She advised that the two-year funding, which is currently at \$600,000, expires in August 2008.

Vice Chair Hawker asked the alternatives for using the \$600,000. Ms. Taft replied that the funding comes from Proposition 400, which includes funding for landscape maintenance, freeway sweeping, and litter control and education. She noted that the money could be used for any of those functions. Ms. Taft commented that litter prevention could reduce ADOT litter pickup costs, which currently run from \$3 to \$5 million per year. She added that is the goal of the litter education program.

Vice Chair Hawker stated that it might be good to quantify the results and show that the campaign actually reduced the amount of trash picked up. Ms. Taft noted that evaluation is one of the deliverables of the litter education campaign. She added that funding could be continued contingent upon the survey results in the spring.

Mayor Manross said that she felt an anti-litter campaign was an ongoing education effort. She recalled discussions during Proposition 400 of the importance of clean freeways to economic development efforts. Mayor Manross commented that this is not a great amount of money in the scheme of things. Mayor Manross stated that she understood the desire for concrete results, but she felt that more education and continual messages will make a difference and she supported continuing the anti-litter campaign. She said that at the minimum, there should be a placeholder for the program.

Vice Chair Hawker noted that this seemed to be the sentiment around the table.

Councilmember Aames stated that he would like to see survey results for the 18 to 34 target audience, not for 65 year-olds. He also stated that he would like to see an anti-litter education program in the schools, to teach children before they have fixed behavior.

Supervisor Wilson stated that covering loads on pickup trucks needs to be addressed somewhere in the campaign, even consulting with the Department of Public Safety (DPS) about additional fines for violators. Ms. Taft stated that according to DPS, the unsecured load fines have decreased by about 100 this year. She added that DPS feels that this decrease is the result of the anti-litter campaign. Ms. Taft also mentioned that a partnership has also been developed with U-Haul, which rents to people who are unfamiliar with properly tying down loads. She said that MAG and U-Haul are working on an event geared toward proper tie-down procedures.

Mayor Berman asked if there was a mechanism where the public can report litterers. Ms. Taft replied that people can call 1-877-3LITTER, and the violator will receive a letter in the mail informing them that they were reported for littering. Ms. Taft added that there is no citation because an officer needs to witness the violation and pick up the evidence.

8. Building a Quality Arizona (BOAZ) Update

Mr. Smith stated that the Arizona COG/MPO Association and ADOT developed a work program project schedule that was included in the agenda packet. He commented that there has been much discussion on the election date. Mr. Smith stated that Task 4.0, preliminary critical needs definition, was discussed extensively among the partners. He stated that the partners are highly supportive of the studies, for example, the \$7 million in funding for the framework studies provided by the State Transportation Board.

Mr. Smith stated that at issue is the extent in which MAG can participate in the critical needs and still comply with federal requirements. He explained that MAG's planning process is certified by the Federal Highway Administration and Federal Transit Administration. To comply, conformity and public involvement need to be done through the MAG process. Mr. Smith stated that MAG cannot approve any plan, program, or project unless it has undergone conformity.

Mr. Anderson stated that staff has been working on a compromise on the critical needs definition without running afoul of the federal planning requirements. He said that the other issue is the rest of the state being focused on the framework studies process to reach a consensus plan.

Mr. Anderson listed three categories within the critical needs definition. The first category is Representative Projects, all of which are contained in the Regional Transportation Plan. Mr. Anderson

noted that in this region, there are project cost increases and desire to do projects accelerations. He said that from a statewide perspective, projects could include the widening of I-10 between the Phoenix metro area and Tucson, and the widening of I-17 north of Maricopa County to Cordes Junction area.

Mr. Anderson stated that the second category is Conceptual Projects, such as the I-10 Bypass. Mr. Anderson stated that the third category is the Unknown Project category. He said that it may include the results from the MAG Transit Framework Study, which are expected in late summer or early fall. Mr. Anderson added that the Governor would like to see a draft in early March.

Mr. Smith stated that the language developed for the suggested motion is supported by the Governor's office.

Mr. Beard moved to recommend having MAG work cooperatively with the Arizona Department of Transportation and the Arizona COG and MPO Association in developing the transportation framework studies that will set the future transportation direction for Arizona. Also to have MAG work cooperatively with ADOT to provide information that will describe the transportation challenges facing this region, including representative projects that are part of the approved Regional Transportation Plan. In addition, assist ADOT in describing future needs as part of the transportation framework studies. Mayor Hallman seconded.

Vice Chair Hawker called for discussion of the motion.

Councilmember Barney stated that Queen Creek is also a member of the Central Arizona Association of Governments (CAAG). He said that at the last meeting, they were asked by the Governor to approve a timeframe. Councilmember Barney stated that the CAAG Council had a lengthy discussion about what can happen when the results are unknown. He said that for this reason, he appreciated what MAG staff had done. Councilmember Barney stated that the CAAG Council had been told by the Governor's office that MAG and PAG had already come to conclusions. He expressed his appreciation that MAG staff had come up with a resolution he could wholeheartedly support.

With no further discussion, the vote on the motion passed unanimously.

9. Update on the I-10 Bypass Study

Dale Buskirk, Director of Planning for the Arizona Department of Transportation (ADOT), stated that ADOT has been conducting a study to determine a broad corridor for a possible bypass route for Interstate 10 around the Phoenix and Tucson metropolitan areas.

Mr. Buskirk reviewed their study process that included public meetings and interviews with 42 stakeholders. He noted that the preliminary findings were presented to the State Transportation Board November 5th, followed by public meetings in November and December at seven locations. Mr. Buskirk noted that the public meetings were well attended and good input was received.

Dave French, the consultant working on the study, continued the presentation. He reviewed input received from the public and stakeholders, which indicated substantial city/county support for I-10 bypass; concern about promoting growth in San Pedro and Aravaipa valleys; concern about impacts to environmentally sensitive lands and wildlife; concern about impact on developed and entitled lands;

promote travel by rail; concern that growth may not occur; a preference to focus all improvements on existing transportation corridors.

Mr. French stated that there is a need for an alternative route for I-10 because Arizona's population is expected to continue to increase by 13 million to 16 million people by 2050. Mr. French advised that there will be extensive traffic congestion on I-10 in Phoenix and Tucson areas even with all planned improvements. He noted that due to economic globalization, truck traffic is expected to increase faster than automobile traffic between metro areas. Mr. French stated that Pinal County, and to a lesser extent Graham and Cochise Counties, need a highway system, as there is no alternative to I-10 in southern Arizona.

Mr. French stated that feasible alternatives need to avoid Indian reservations and protected lands; have minimal impact on urban development and land entitled for development; be able to be constructed through terrain; and accommodate wildlife crossings and other context sensitive features. Mr. French displayed a map of the corridors identified through the study process.

Mr. French reviewed the study findings: Improvements are needed to I-10 to the maximum extent reasonable. rail freight and passenger train service should be promoted; a corridor should be selected that is context sensitive to environmental, social, urban, and transportation issues; the corridor should be protected for future use; and long-term major funding sources should be explored. He said that the next steps include a presentation of the results of the study to the State Transportation Board on December 21st. Mr. French stated that the Board may decide whether to proceed to the next level.

Supervisor Wilson commented that every major accident shuts down I-10 and asked if this was one of the reasons to study alternative routes. Mr. Buskirk commented that accidents is one of the reasons an alternative route is needed. There are currently no alternatives and if there is an accident, there can be lengthy shutdowns.

Mayor Cavanaugh asked if the South Mountain Freeway was considered in the study. Mr. Buskirk replied that the South Mountain Freeway was not considered as part of the study. Mayor Cavanaugh stated that people have indicated they are ready to donate right-of-way and suggested capturing that information in the study. Mr. Buskirk stated that ADOT is aware of that issue through the Hassayampa Study. They want to take advantage of right-of-way offers.

Mayor Hawker asked if the ADOT Board could take a position on state trust land reform and corridor set asides. Mr. Buskirk replied that he did not think the Board had that authority.

Councilmember Aames asked about factors that would make routes more attractive for truck travel. Mr. Buskirk replied that in order for a route to be used by truckers, it would need to be either faster or shorter in miles.

Mr. Andrews asked if the Indian communities had been included as stakeholders, since the study did not include Indian Reservations. Mr. Buskirk replied that the Indian communities had not been interviewed; however, through the study process, comments have been received that they should coordinate with the tribes on future efforts.

10. Commuter Rail Strategic Plan

Rick Pilgrim, URS Corporation, provided an update on the Commuter Rail Strategic Plan, which was initiated in February 2007. Mr. Pilgrim stated that the overall project approach was to convene stakeholders from around the region to define requirements for commuter rail in the MAG region and northern Pinal County, and to develop consensus for commuter rail in the Regional Transportation Plan. Mr. Pilgrim stated that the orienting theme is including a balance of physical requirements and jurisdictional requirements. He said that the draft plan would be back before the committee in February.

Mr. Pilgrim explained the different types of rail technology: light rail, an example of which is the system which will be operative in Phoenix by the end of next year; heavy rail, an example of which is the BART subway system in San Francisco; and commuter rail, an example of which is the Trinity Railway Express in Dallas that uses a locomotive train.

Mr. Pilgrim stated that commuter rail can benefit consumers by providing longer trips in congested corridors, offering relief in peak periods to parallel highways, providing service to urban centers, offering consistent travel times in the future, and providing links to developing areas. He noted that the purposes for trips by commuter rail include daily AM and PM peak period and occasional midday, evening, and weekend travel. Mr. Pilgrim stated that commuter rail would transfer to other transit connections, such as bus or light rail.

Mr. Pilgrim noted that 21 systems are currently operating in the nation, with 26 systems either proposed or in the planning stages. He advised that the Denver, Salt Lake City, Seattle, Dallas, and Houston regions, with which the MAG region competes for employers and skilled employees, are investing in rail.

Mr. Pilgrim stated that there is a need for transportation options due to population and traffic growth, transportation cost increases, air quality concerns, economic sustainability, and implementing existing railroad alignments for uses other than freight.

Mr. Pilgrim stated that in developing the strategic plan, an analysis evaluated the Strengths, Weaknesses, Opportunities, and Threats and identified the physical, operational, jurisdictional and financial opportunities and constraints in the region. Mr. Pilgrim displayed a map that showed the areas identified by stakeholders that might be appropriate for commuter rail.

Mr. Pilgrim stated that the proposed goals for the strategic plan include employing commuter rail to shape growth, improving transportation mobility opportunities, providing a seamless and cost effective transportation option, promoting sustainability, and increasing public/private cooperation toward implementing commuter rail.

Mr. Pilgrim then reviewed the implementation framework. He said that the concept system plan was developed from information in a previous MAG study and through input from stakeholders. The concept system plan includes utilization of the freight rail lines that are currently in place in the study area: the BNSF Grand Avenue, Union Pacific (UP) Mainline Chandler, the UP Mainline Southeast, the UP Mainline Yuma/West, and the UP Mainline Tempe. Mr. Pilgrim stated that the concept plan also considers potential alignments in developing areas.

Mr. Pilgrim said that implementing commuter rail will require decisions on governance and administration, cooperation with the railroads, and funding. He noted three potential commuter rail scenarios: the Get Started - a single corridor, low cost of entry option; the Starter System - a two or more corridors, moderate cost of entry option; the Regional System - a multiple corridors, high cost of entry option.

Mr. Pilgrim stated that the final stakeholders meeting took place the last week of October and they are in the process of outlining the implementation requirements. He advised that a draft final report would be brought before the Committee later in the year. Vice Chair Hawker thanked Mr. Pilgrim for his update.

Mayor Cavanaugh stated that offloading two to three lanes of freeway traffic from Buckeye to Phoenix could be possible by using rail. He asked if an analysis could be done that compare the capital costs of rail versus freeways to know the economic impact, as well as the environmental impact. Mr. Pilgrim replied that MAG has a wealth of information on what it costs per freeway lane. He noted that one freeway lane can carry approximately 2,000 cars per hour, and a train can carry 4,000 to 6,000 people per hour at a potentially lower cost. Mr. Pilgrim added that transportation needs not just one magic mode, but a range of options to be successful.

Mayor Hallman stated that part of what brought Tempe to the table on commuter rail is the situation at I-10 and the Broadway Curve. He said that a maximum 24-lane facility accommodates 400,000 vehicles per day and no more. Mayor Hallman commented that Tempe is concerned about how to service that capacity as the area grows. He stated that the corridor from Tempe to Maricopa was an historical rail line and they estimate it could accommodate 200,000 to 400,000 people per day. Mayor Hallman stated that the difficulty that will be faced is the people who think you can build freeways wider and wider. He added that their advantage is that at 24 lanes, the Broadway Curve will be maximized. Mayor Hallman stated that the environmental studies have been delayed for so long he would not want to delay them further by adding an alternatives analysis for rail. He said he wondered if perhaps an alternatives analysis could be added. Mayor Hallman stated that he only wanted to do something if it was cost effective, and commuter rail is the only option that will work in the Broadway Curve.

Councilmember Aames commented that the presentation was reflective of the stakeholder meetings and conclusions. He commented that commuter rail is an alternative solution for moving people besides continuing to widen freeways.

There being no further business, the meeting adjourned at 6:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 12, 2008

SUBJECT:

Project Changes: Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and FY 2008 Arterial Life Cycle Program, and Material Cost Changes to the ADOT Program

SUMMARY:

The FY 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007, and the FY 2008 Arterial Life Cycle Program (ALCP) was approved by the MAG Regional Council on June 27, 2007.

Since that time, there have been requests from member agencies to modify projects in the programs. The proposed Highway administrative modifications and amendments to the FY 2008-2012 TIP are listed in Table A, administrative modifications to the ALCP are listed in Table B, and proposed Transit amendments are listed in Table C. In addition, Table D notes the material cost changes to the ADOT Program. The material cost changes are related to cost increases. The right of way project for I-10: Sarival Road to Dysart Road increased by \$500,000 and the construction project for the US-60: I-10 to Loop 101 increased by \$7,500,000.

Since the Management Committee agenda was mailed out, two new projects were added to the Project Change sheet: an advanced Shea at Via Linda design project and an advanced Shea at Via Linda Construction project. These projects are ALCP projects that need to be reflected in the MAG TIP.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination, but a consultation process will be followed to confirm this.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: Approval of this TIP amendment will allow the projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment request is in accord with all MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 MAG TIP, the FY 2008 Arterial Life Cycle Program, the Regional Transportation Plan 2007 Update as appropriate, and a material cost change to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

Management Committee: The Management Committee meets on February 13, 2008. An update of the action taken at Management Committee will be provided at the TPC meeting on February 20, 2008.

Transportation Review Committee (TRC): On January 31, 2008, the TRC unanimously recommended approval of an administrative modification to the FY 2008-2012 Transportation Improvement Program, the FY 2008 Arterial Life Cycle Program, as appropriate, and to the Regional Transportation Plan 2007 Update, as shown in the attached tables.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
* ADOT: Dan Lance
Avondale: David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Patrice Kraus
* El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker

Litchfield Park: Mike Cartsonis
Maricopa County: John Hauskins
Mesa: Mike James for Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Burton Charron for David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhardt for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
* Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott
* Street Committee: Darryl Crossman

* Pedestrian Working Group: Eric Iwersen
* ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

Pedestrian Working Group & the Regional Bicycle Task Force : On January 15, 2008, the Pedestrian Working Group and Regional Bicycle Task Force Committee recommended approval of project changes to CHN11-710, CHN08-606, and PHX07-310.

MEMBERS ATTENDING

* Tami Ryall, Gilbert, Chair, Regional Bicycle Task Force and Acting Chair of the Pedestrian Working Group
* Bruce Meyers, ADOA Gen. Services
Michael Sanders, ADOT
Brian Fellows, ADOT
Michael Eagan, ASLA, Arizona Chapter
Margaret Boone-Pixley, Avondale
Michael Normand, Chandler
Rich Rumer Coalition for AZ Bicyclists
Mark Smith, El Mirage
* Steve Hancock, Glendale

* Farhad Tavassoli, Goodyear
Michael Cartsonis, Litchfield Park
Peggy Rubach, Maricopa County
* Jim Hash, Mesa
Brandon Forrey, Peoria
Katherine Coles, Phoenix
Briana Leon, Phoenix
Mike Roche, Queen Creek
* Randi Alcott, RPTA
Reed Kempton, Scottsdale
Eric Iwersen, Tempe
Lance Ferrell, Surprise

*Members neither present nor represented by proxy.

^Attended via audio-conference

CONTACT PERSON:

Eileen O. Yazzie, (602) 254-6300.

PROJECT CHANGE SHEET
Transportation Policy Committee, February 12, 2008

Table A
Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
AVN11-706	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Design and construct sidewalk and landscaping	2011	0.25	CMAQ	\$ 150,500	\$ 64,500		\$ 215,000	Amendment: Delete from 08-12 MAG TIP
AVN11-706AC	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Advance construct sidewalk and landscaping	2008	0.25	Local	\$ -	\$ 215,000		\$ 215,000	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
AVN11-706FIN	Avondale	Buckeye Rd: Avondale Blvd to 117th Ave alignment	Repayment for advance construction of sidewalk and landscaping	2011	0	CMAQ	\$ 150,500	\$ (150,500)		\$ -	Amendment: Add to 08-12 MG TIP (reprogram project into advance construct and repayment)
CHN110-07D	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvement	2008	0.25	RARF	\$ 487,000		\$ 340,000	\$ 827,000	Admin Mod: Reduce Regional Cost
CHN11-710	Chandler	Western Canal bike path at Dobson Rd, Alma School Rd and Arizona Ave	Install three pedestrian actuated crossing signals	2008	0.3	CMAQ	\$ 117,000	\$ 271,000	\$ -	\$ 388,000	Admin. Mod: Changed year of work from 2011 to 2008 (reprioritized with available funds for CHN08-606)
CHN08-606	Chandler	Consolidated Canal multi-use pathway at Germann and Pecos Rds	Install two pedestrian actuated signals (phase I)	2011	0	CMAQ	\$ 147,400	\$ 229,600	\$ -	\$ 377,000	Admin Mod: Changed year of work from 2008 to 2011 (reprioritized with available funds for CHN11-710)
GLB08-801	Gilbert	Town of Gilbert Heritage District	Design and construct sidewalks, landscaping and other pedestrian improvements	2008	1	STP-TEA	\$ 90,000	\$ 500,000	\$ -	\$ 590,000	Amendment: Add project to the TIP
PHX07-310	Phoenix	24th St: Chipman to Roeser Rd	Improve pedestrian facilities	2008	0.2	CMAQ	\$ 1,889,577	\$ 500,000	\$ -	\$ 2,389,577	Admin Mod: Decrease length of project from 1.0 to 0.2 miles because of rising ROW costs, material costs, and environmental issues. Other city and developer improvements have been completed in the original area.
MMA110-08P	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2008	6	RARF	\$ 467,000	\$ -	\$ 1,088,000	\$ 1,555,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-08RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (1 of 4)	2009	6	RARF	\$ 496,000	\$ -	\$ 1,158,000	\$ 1,654,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Pre-design roadway widening	2009	6	RARF	\$ 168,000	\$ -	\$ 391,000	\$ 559,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-09RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (2 of 4)	2010	6	RARF	\$ 3,820,000	\$ -	\$ 896,000	\$ 4,716,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2010	6	RARF	\$ 763,000	\$ -	\$ 1,781,000	\$ 2,544,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-10RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (3 of 4)	2011	6	RARF	\$ 6,826,000	\$ -	\$ -	\$ 6,826,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-11D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2011	6	RARF	\$ 2,035,000	\$ -	\$ -	\$ 2,035,000	Amend: Delete Project. Project has been segmented/repackaged.*

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
MMA110-12D	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Design roadway widening	2012	6	RARF	\$ 509,000	\$ -	\$ -	\$ 509,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA110-12RW	MAG/Multi-Agency	El Mirage Rd: Northern Ave to Bell Rd	Acquire right of way for roadway widening (4 of 4)	2012	6	RARF	\$ 6,898,000	\$ -	\$ -	\$ 6,898,000	Amend: Delete Project. Project has been segmented/repackaged.*
MMA08-815	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2008	2	RARF	\$ 177,429	\$ -	\$ 414,000	\$ 591,429	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA09-820	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2009	2	RARF	\$ 281,143	\$ -	\$ 656,000	\$ 937,143	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-615	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (1 of 2)	2010	2	RARF	\$ 2,351,091	\$ -	\$ 1,158,000	\$ 3,509,091	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-616	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2010	2	RARF	\$ 600,000	\$ -	\$ 200,000	\$ 800,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA10-617	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Pre-design roadway widening	2010	3	RARF	140571	0	\$ 328,000	468571	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-821	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Advance acquisition of right of way for roadway widening (2 of 2)	2011	2	RARF	\$ 1,819,152	\$ -	\$ 896,000	\$ 2,715,152	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-822	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (1 of 3)	2011	2	RARF	\$ 1,990,500	\$ -	\$ -	\$ 1,990,500	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA11-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2011	2	RARF	\$ 3,750,000	\$ -	\$ 1,250,000	\$ 5,000,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-823	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Design roadway widening	2012	2	RARF	\$ 1,236,000	\$ -	\$ 412,000	\$ 1,648,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
MMA12-824	Maricopa County	El Mirage Rd: Thunderbird Rd to Bell Rd	Acquire right of way for roadway widening (2 of 3)	2012	2	RARF	\$ 9,289,000	\$ -	\$ -	\$ 9,289,000	Amend: Add project to the TIP (original 6 mile project is repackaged)*
SCT08-805	Scottsdale	Shea Blvd at Via Linda St	Advance design of intersection improvement	2008	0.2	Local	\$ 100,000			\$ 100,000	Amendment: Add project to the TIP
SCT08-806	Scottsdale	Shea Blvd at Via Linda St	Advance construction of intersection improvement	2008	0.2	Local	\$ 1,250,000			\$ 1,250,000	Amendment: Add project to the TIP

* The pre-design, design, and right of way work associated with El Mirage Rd: Northern Ave to Bell Rd has been segmented. The addition of ten new pre-design, design, and right of way projects associated with El Mirage Rd: Thunderbird to Bell is part of the repackaging of the original El Mirage Rd: Northern Ave to Bell Rd. The other segment work will occur after 2012 and is not included in this TIP.

Table B FY2008 Arterial Life Cycle Program - Administrative Modification											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-ELM-20-03	Maricopa County	El Mirage Rd: Thunderbird to Bell	Construct roadway improvement	2015	2	RARF	\$ 2,174,857		\$ 1,348,000	\$ 3,522,857	Changed Regional Cost by \$1,000.
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvements	2021	0.6	RARF	\$ 1,500,000		\$ 3,500,000	\$ 5,000,000	Consolidation of 3 Existing Projects: ACI-SHA-20-03-A, ACI-SHA-20-03-B, ACI-SHA-20-03-C

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03-A	Scottsdale	Shea at 90th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-B	Scottsdale	Shea at 92nd St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-C	Scottsdale	Shea at 96th St	Reimbursement for Design, Right-of-Way Acquisition, and Construction of intersection improvement	2021	0.2	RARF	\$ -		\$ -	\$ -	Delete Individual Project for Consolidation Purposes
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for design of intersection improvement	2021	0.6	RARF	\$ 120,000		\$ 280,000	\$ 400,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for right-of-way acquisition for intersection improvement	2021	0.6	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-A	Scottsdale	Shea and 90th/92nd/96th	Reimbursement for construction of intersection improvement	2021	0.6	RARF	\$ 1,350,000		\$ 3,150,000	\$ 4,500,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 138,000		\$ 322,000	\$ 460,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-C	Scottsdale	Shea Blvd at Via Linda St (Phase I)	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 237,000		\$ 553,000	\$ 790,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for design of intersection improvement	2022	0.2	RARF	\$ 27,000		\$ 63,000	\$ 60,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for right-of-way acquisition for intersection improvement	2022	0.2	RARF	\$ 24,000		\$ 56,000	\$ 80,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-E	Scottsdale	Shea Blvd at 102nd/124th St	Reimbursement for construction of intersection improvement	2022	0.2	RARF	\$ 105,000		\$ 245,000	\$ 350,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for design of intersection improvement	2021	0.2	RARF	\$ 15,000		\$ 35,000	\$ 50,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-F	Scottsdale	Shea Blvd at Mayo/134th St	Reimbursement for construction of intersection improvement	2021	0.2	RARF	\$ 105,000		\$ 245,000	\$ 350,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for design of intersection improvement	2022	1	RARF	\$ 30,000		\$ 70,000	\$ 100,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03-G	Scottsdale	Shea Blvd - SR-101L to 96th St, ITS Improvements	Reimbursement for construction of intersection improvement	2022	1	RARF	\$ 126,000		\$ 294,000	\$ 420,000	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2022		RARF	\$ (961,000)		\$ 961,000	\$ -	Change allocation of funding amounts in ALCP
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2023		RARF	\$ (3,525,000)		\$ 3,525,000	\$ -	Change allocation of funding amounts in ALCP

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
ACI-SHA-20-03	Scottsdale	Shea Blvd: SR-101L to SR-87	Reimbursement for improvements at various locations	2024		RARF	\$ (12,134,000)		\$ 12,134,000	\$ -	Change allocation of funding amounts in ALCP

Table C
Transit Projects - TIP FY2008-2012 Amendment

PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
PHX08-851T	Phoenix	11.92.02	Install bus stop passenger improvements - 40 sites	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-852T	Phoenix	11.42.09	Upgrade surveillance equipment at transit facilities	2008		5307	\$ 103,850	\$ 415,400		\$ 519,250	Add New Project
PHX08-853T	Phoenix	11.72.03	Expend project support services	2008		5307	\$ 10,000	\$ 40,000		\$ 50,000	Add New Project

Table D
Material Cost Change to the ADOT Program & Admin Modification to the FY2008 - 2012 TIP

PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT08-818	ADOT	10: Sarival Rd to Dysart Rd	Right of Way purchase for Construction	2008	4	RARF	\$ -	\$ -	\$ 3,500,000	\$ 3,500,000	Admin Mod: Increase regional costs by \$500,000
DOT10-6C30	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy)	Construct general purpose lanes	2008	4.5	State	\$ 27,000,000	\$ -	\$ -	\$ 27,000,000	Admin Mod: Increase state costs by \$7,500,000

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

February 12, 2008

SUBJECT:

Consultant Selection for the Statewide Transportation Survey

SUMMARY:

Over the past year, the Arizona Councils of Governments/Metropolitan Planning Organization Association, of which MAG is an active member, has been meeting to discuss growth and transportation issues. Projections show the state will grow from six million population to 15 million by 2050, while the Maricopa region will grow from 3.7 million to 8.1 million by 2050. Additional statewide funding for transportation infrastructure may be necessary to accommodate this growth.

In December 2006, the MAG Regional Council approved MAG's participation in a Statewide Intrastate Mobility Reconnaissance Study. This study is nearing completion, and transportation framework studies are about to be initiated throughout the state. The purpose of the studies is to define transportation needs and potential solutions for the transportation challenges facing Arizona.

To provide additional input into these framework studies and to determine voters' perceived transportation needs and support for funding options, on December 19, 2007, the MAG Regional Council recommended that a public attitude survey be conducted. The Regional Council recommended that the FY 2008 MAG Unified Planning Work Program and Annual Budget be amended to include \$55,000 for the survey.

The purpose of the survey is to better understand public attitudes regarding transportation needs, potential solutions, and timing. The scientific household telephone survey will explore citizen attitudes regarding transportation issues and potential solutions on a regional and statewide basis in addressing mobility needs. As part of the scope of work, a workshop will be held to receive input from the TPC regarding the polling instrument.

On January 13, 2008, MAG issued a Request for Proposals (RFP) for a consultant to provide services to accomplish this survey. A pre-proposer's conference was held on January 18, 2008, to provide information and answer questions. The deadline for responses to the RFP was January 31, 2008. MAG received six responses to the RFP, including proposals from National Research Center, Behavior Research Center, O'Neil Associates, WestGroup Research, Corona Research and Creative Consumer Research.

A multi-agency evaluation team consisting of representatives of MAG, Valley Metro, METRO, Phoenix, Glendale, and Mesa, met on February 5, 2008. The selection team recommended that MAG negotiate with WestGroup Research to conduct the survey. If negotiations with WestGroup are not successful, the group recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

PUBLIC INPUT:

No public input has been received.

PROS & CONS:

PROS: The statewide transportation survey will provide important public input that will help inform statewide framework studies regarding public attitudes on transportation priorities, future demand, and potential financing strategies.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The consultant will tabulate survey results, key findings, detailed findings, and conclusions. Recommendations from this survey will provide transportation planning guidance to the statewide framework studies being conducted by MAG and ADOT.

POLICY: The scientific survey represents an important opportunity for the public to provide information regarding citizens' transportation needs and priorities, which will provide valuable assistance in setting policy direction for an anticipated statewide transportation initiative.

ACTION NEEDED:

Recommend that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommends that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

PRIOR COMMITTEE ACTIONS:

This item is on the February 13, 2008, Management Committee agenda. An update will be provided on the action of the Committee.

On February 5, 2008, a multi-agency review panel met to review the proposals. The group recommended that MAG negotiate with WestGroup Research to conduct the Statewide Transportation Survey for an amount not to exceed \$55,000. If negotiations with WestGroup Research are not successful, the panel recommended that MAG negotiate with its second choice, Behavior Research Center, to conduct the survey.

MEMBERS ATTENDING

Eric Anderson, MAG
Jessica Blazina, Glendale
Scott Butler, Mesa
John Farry, Valley Metro Rail/METRO

Brian Jungwirth, RPTA/Valley Metro
Thomas Remes, Phoenix
Kelly Taft, MAG

On December 19, 2007, the MAG Regional Council approved that a public attitude survey be conducted.

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear,
Chair
Mayor Mary Manross, Scottsdale, Vice Chair
* Councilmember Robin Barker,
Apache Junction
Mayor Marie Lopez Rogers, Avondale
Mayor Bobby Bryant, Buckeye
Mayor Wayne Fulcher, Carefree
Councilmember Dick Esser, Cave Creek
Councilmember Jeff Weninger for
Mayor Boyd Dunn, Chandler

Mayor Fred Waterman, El Mirage
President Raphael Bear, Fort McDowell
Yavapai Nation
Councilmember Ginny Dickey for
Mayor Wally Nichols, Fountain Hills
* Mayor Fred Hull, Gila Bend
* Governor William Rhodes, Gila River Indian
Community
Mayor Steven Berman, Gilbert
* Mayor Elaine Scruggs, Glendale

Councilmember Patricia Jimenez for Mayor
Rebecca Jimenez, Guadalupe
Mayor Thomas Schoaf, Litchfield Park
* Supervisor Don Stapley, Maricopa County
Mayor Keno Hawker, Mesa
Mayor Ed Winkler, Paradise Valley
Mayor Bob Barrett, Peoria
Councilmember Peggy Neely, Phoenix
Mayor Art Sanders, Queen Creek
Vice President Martin Harvier for President
Diane Enos, Salt River Pima-Maricopa

Indian Community
* Mayor Joan Shafer, Surprise
Mayor Hugh Hallman, Tempe
* Mayor Adolfo Gamez, Tolleson
Mayor Ron Badowski, Wickenburg
Mayor Michael LeVault, Youngtown
* Joe Lane, State Transportation Board
Felipe Zubia, State Transportation Board
F. Rockne Arnett, Citizens Transportation
Oversight Committee

* Those members neither present nor represented by proxy.
Attended by telephone conference call.
+ Attended by videoconference call.

On December 12, 2007, the Transportation Policy Committee recommended to the Regional Council that a public attitude survey be conducted to better understand public attitudes regarding statewide transportation needs, potential solutions, and timing.

MEMBERS ATTENDING

*Councilmember Peggy Bilsten, Phoenix, Chair
Mayor Keno Hawker, Mesa, Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
F. Rockne Arnett, Citizens Transportation
Oversight Committee
Vice Mayor Gail Barney, Queen Creek
Stephen Beard, SR Beard & Associates
Mayor Steven Berman, Gilbert
Dave Berry, Swift Transportation
*Jed S. Billings, FNF Construction
Mayor Bobby Bryant, Buckeye

Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates
Mark Killian, The Killian Companies/
Sunny Mesa, Inc.
Joe Lane, State Transportation Board
Mayor Marie Lopez Rogers, Avondale
Mayor Mary Manross, Scottsdale
* David Scholl, Westcor
Mayor Elaine Scruggs, Glendale
Supervisor Max W. Wilson, Maricopa County

* Not present
Participated by telephone conference call
+ Participated by videoconference call

CONTACT PERSON:

Kelly Taft, MAG Communications Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

February 12, 2008

SUBJECT:

The Interstate 10-Hassayampa Valley Transportation Framework Study

SUMMARY:

Leading up to late 2005, the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) received numerous requests for traffic interchanges along the Interstate 10/Papago Freeway between the SR-303L/Estrella Freeway and 459th Avenue in the area west of the White Tank Mountains known as Hassayampa Valley. These requests were from developers to accommodate travel demand from more than 100 entitled master-planned communities along this region's primary freight corridor that connects Phoenix with the ports in Long Beach and Los Angeles. In addition, recent designation of the CANAMEX corridor in the Hassayampa Valley and its connections to US-93 and Las Vegas needed further definition for accommodating travel demand.

The project team determined that the entitled development represents a population of close to three million by buildout. The team also determined that little coordinated transportation infrastructure planning existed in the Hassayampa Valley. In response, the Maricopa Association of Governments, in association with ADOT, the Maricopa County Department of Transportation, the Town of Buckeye, and the Cities of Goodyear and Surprise, funded and developed the Interstate 10-Hassayampa Valley Transportation Framework Study.

This study is the first framework effort in the MAG region, since the conception of the regional freeway network in 1960, to establish a network of transportation facilities to meet the buildout travel demand. In doing so, the study team was able to identify high capacity roadway and transit corridors to frame transportation in the Hassayampa Valley. The team also conducted a precursory environmental scan of the study area so that transportation corridors could be identified to avoid presently known natural and built environmental factors.

The study began in May 2006 for an area bounded by SR-74 on the north, SR-303L on the east, the Gila River on the south, and 459th Avenue on the west. Through an extensive process that included opportunities for stakeholder input, the project established a transportation framework that (1) responds to the FHWA and ADOT by establishing a traffic interchange plan for Interstate 10; (2) identifies a network of freeways, parkways, and arterials to facilitate travel throughout and connections to the Hassayampa Valley; (3) recommends a new arterial facility entitled the "Arizona Parkway" for providing a higher capacity and safer roadway that meets the travel demand; (4) includes recommendations for transit connections between the Hassayampa Valley and the MAG region; and (5) provides to Maricopa County, the Town of Buckeye, and the Cities

of Goodyear and Surprise a transportation planning framework to serve as the backbone of their general plans for making land use decisions.

An illustration of the Transportation Framework Recommendation is attached. The project received consultant help from DMJM Harris, Inc., and its subs Wilson and Company, Partners for Strategic Action, and Curtis Lueck and Associates.

PUBLIC INPUT:

To date, the MAG project team has conducted more than 150 stakeholder events and meetings to receive public input on the Transportation Framework Recommendation. The events included two public meetings, four public-developer forums, and presentations to the city councils in Buckeye, Goodyear, and Surprise, individually with Maricopa County Supervisors, and members of the Arizona Legislature.

Meetings ranged from discussions with public interest groups, such as the Tonopah Association, WESTMARC, and Sonoran Institute, to consultation with affected public agencies such as the Bureau of Land Management, Flood Control District of Maricopa County, Luke Air Force Base, FHWA, and multiple divisions within ADOT. In addition, the study team has also made technical presentations at functions sponsored by Arizona State University, the American Society of Civil Engineers, the Institute of Transportation Engineers, the League of Arizona Cities and Towns, and the American Consulting Engineers Council of Arizona.

In addition to the meetings, the project's study team issued three newsletters for the general public. The study team estimates more than 2,000 individuals have seen a presentation on this project.

At the January 2008 Management Committee meeting, a citizen encouraged that the statewide transportation plan be multimodal.

PROS and CONS:

PROS: Completion and acceptance of this study represents a milestone for planning in the Hassayampa Valley. It also identifies a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG region. The project's recommendations provide guidance to MAG and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstate 10 as the region's primary freight corridor.

CONS: While the study provides a significant milestone in transportation planning for the Hassayampa Valley, the recommendations are not funded. Thus, the Regional Council is requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hassayampa Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors. Future studies could identify potential impacts that may either need mitigation, prevent construction, or require an update to the framework.

TECHNICAL and POLICY IMPLICATIONS:

TECHNICAL: The request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

POLICY: This framework study is the first effort of its type for the MAG region since 1960. Preliminary results from the Interstate 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area. In addition, the traffic interchange spacing represents the first effort in the MAG region to establish a coordinated plan for access to the critical Interstate 10 corridor.

Also, the planning efforts in this portion of the MAG region have been recognized as a useful process and have launched a second study, known as the Interstates 8 and 10-Hidden Valley Transportation Framework Study for southwest Maricopa and Pinal Counties. MAG is undertaking this project in cooperation with ADOT, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa (scheduled for completion in August 2008). In addition, this framework study has begun a statewide transportation planning framework for all of Arizona by ADOT.

ACTION NEEDED:

Recommendation to (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

PRIOR COMMITTEE ACTIONS:

This item is on the February 13, 2008 agenda of the MAG Management Committee. An update will be provided on action taken by the Committee.

On January 31, 2008, the Transportation Review Committee unanimously recommended to: (1) accept the findings of the Interstate 10-Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley; (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR-303L/Estrella Freeway to 459th Avenue, (3) adopt a two-mile traffic interchange spacing policy for new freeway facilities within the Hassayampa Valley with appropriate planning for non-access crossings of the freeway facilities to facilitate local transportation movements; (4) adopt a new functional classification as a parkway, recognizing the Arizona Parkway as a type of parkway with unique operating

characteristics for congestion and air quality planning purposes; (5) accept the findings and implementation strategies as describe in the study for inclusion as illustrative corridors in the Regional Transportation Plan; and (6) recommend the affected jurisdictions within the Hassayampa Valley study area incorporate this study's recommendations into future updates of their general plans.

MEMBERS ATTENDING

Phoenix: Don Herp for Tom Callow
* ADOT: Dan Lance
Avondale: David Fitzhugh
* Buckeye: Scott Lowe
Chandler: Patrice Kraus
* El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer
* Gila River: David White
Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
Mesa: Mike James for Scott Butler
Paradise Valley: Robert M. Cicarelli
Peoria: Burton Charron for David Moody
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: David Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Carlos de Leon
* Valley Metro Rail: John Farry
Youngtown: Lloyce Robinson

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
*Street Committee: Darryl Crossman

*Pedestrian Working Group: Eric Iwersen
*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy.

+ - Attended by Videoconference

- Attended by Audioconference

Presentations about this project's recommendation have been made to the following MAG Committees and Regional Council on the following dates:

Management Committee - August 8, 2007

Transportation Review Committee - August 23, 2007

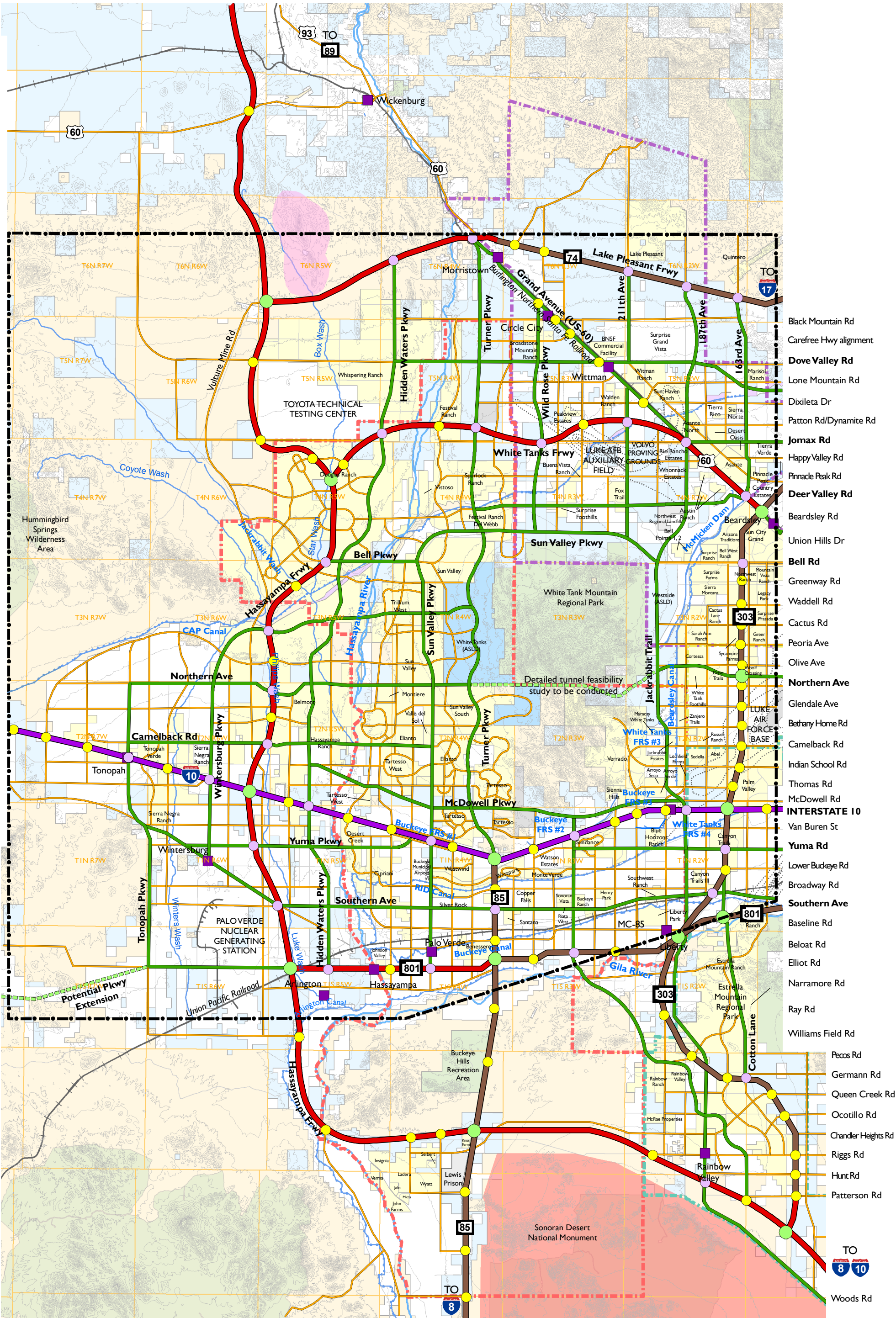
Transportation Policy Committee - September 19, 2007

MAG Regional Council - September 26, 2007

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.

For more information about the project, please visit www.bqaz.org and click on the Interstate 10-Hassayampa Valley Transportation Framework Study tab.



- 459th Ave
- 451st Ave
- 443rd Ave
- 435th Ave
- 427th Ave
- 419th Ave
- 411th Ave
- 403rd Ave
- 395th Ave
- 387th Ave
- 379th Ave
- 371st Ave
- 363rd Ave
- 355th Ave
- 347th Ave
- 339th Ave
- 331st Ave
- 323rd Ave
- 315th Ave
- Johnson Rd
- Bruner Rd
- Palo Verde Rd
- Wilson Rd
- Turner Rd
- Oglesby Rd
- Rooks Rd
- Miller Rd
- Apache Rd
- Watson Rd
- Rainbow Rd
- Dean Rd
- Verrado Way/ Airport Rd
- Jackrabbit Trl
- Perryville Rd
- Citrus Rd
- Cotton Ln
- Sarival Ave
- Estrella Pkwy

- Black Mountain Rd
- Carefree Hwy alignment
- Dove Valley Rd
- Lone Mountain Rd
- Dixileta Dr
- Patton Rd/Dynamite Rd
- Jomax Rd
- Happy Valley Rd
- Pinnacle Peak Rd
- Deer Valley Rd
- Beardsley Rd
- Union Hills Dr
- Bell Rd
- Greenway Rd
- Waddell Rd
- Cactus Rd
- Peoria Ave
- Olive Ave
- Northern Ave
- Glendale Ave
- Bethany Home Rd
- Camelback Rd
- Indian School Rd
- Thomas Rd
- McDowell Rd
- Van Buren St
- Yuma Rd
- Lower Buckeye Rd
- Broadway Rd
- Southern Ave
- Baseline Rd
- Beloat Rd
- Elliot Rd
- Narramore Rd
- Ray Rd
- Williams Field Rd
- Pecos Rd
- Germann Rd
- Queen Creek Rd
- Ocotillo Rd
- Chandler Heights Rd
- Riggs Rd
- Hunt Rd
- Patterson Rd
- Woods Rd

TRANSPORTATION FRAMEWORK RECOMMENDATION

Legend

- Study Area Boundary
- Railroads
- Roads
- Rivers/Washes
- Canals
- Unincorporated Communities
- Township/Range
- Noise Contours
- Topography (100' contours)
- Proposed Service Traffic Interchanges
- Proposed Parkway Traffic Interchanges
- Proposed System Interchanges
- Planned Developments
- BLM Raptor Protection Zone
- State Land Development Planning Areas
- Master Plan
- National Monument
- Wilderness Area
- Land Ownership
- BLM
- State Land
- Regional Parks
- Military
- Bureau of Reclamation
- Buckeye
- Glendale
- Goodyear
- Surprise
- Proposed Roadway Network
- Improvements to Existing Freeways
- Future Regional Transportation Plan (RTP) Freeways (Prop 400)
- New Freeway Proposals
- New Parkway Proposals
- New Parkway Alternatives
- Future Major Arterial Network

Notes

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval of the FHWA and ADOT.

Arterial river crossings are conceptual to demonstrate the number of crossing needed to support development. Final locations and number will be determined in engineering and water resource studies.

Locations of proposed roadway facilities south of the study area are subject to refinement in the I-8 and I-10/Hidden Valley Roadway Framework Study to be completed in 2008, and roadways north to be planned in the New River Roadway Framework Study, schedule to be determined.

Olive Avenue traffic interchange on SR-303L to be a half-diamond.

0 5 Miles

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February 12, 2008

TO: Members of the Transportation Policy Committee

FROM: Eric Anderson, Transportation Director

SUBJECT: DRAFT REVISED MAG HIGHWAY ACCELERATION POLICY

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. The working group of managers met on December 5, 2007 and January 30, 2008 and discussed and recommended revisions to the policy. At the January 30, 2008 meeting, the consensus of the working group was to move forward the draft revised MAG Highway Acceleration Policy for consideration and adoption by the MAG Regional Council.

The recommended revised policy includes improvements and clarifications that bring the policy in line with Proposition 400 and should result in a more effective process. The revised policy includes following major changes:

- Incorporate the Transportation Policy Committee as the body that makes the recommendation to the MAG Regional Council.
- Clarification that the policy covers all freeway and highway projects that are included in the Arizona Department of Transportation (ADOT) Life-Cycle Program for the MAG region.
- A requirement to have a council resolution that shows support for the proposed acceleration before MAG takes action on the request.
- Replacement of the interest sharing formula with a fixed equal sharing of the interest expense between the jurisdiction and the regional freeway program.
- A requirement that MAG be party to the intergovernmental agreement between ADOT and the jurisdiction.
- A prohibition of using "below the line" earmarks to accelerate projects.
- Various minor wording changes.

The roster of the working group participants and the draft revised MAG Highway Acceleration Policy is attached for your consideration.

ROSTER

MANAGEMENT COMMITTEE ACCELERATION POLICY WORKING GROUP

At the September 12, 2007 MAG Management Committee meeting, interested managers were requested to participate in a review of the MAG Highway Acceleration Policy. Following is the list of those who volunteered to participate in the discussion:

Jan Dolan, Chair	City of Scottsdale
Charlie McClendon	City of Avondale
Mark Pentz	City of Chandler
Ken Reedy	City of Glendale
Brian Dalke	City of Goodyear
Chris Brady	City of Mesa
Tom Callow	City of Phoenix
John Kross	Town of Queen Creek
Jim Rumpeltes	City of Surprise

DRAFT MAG HIGHWAY ACCELERATION POLICY
January 30, 2008

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained.

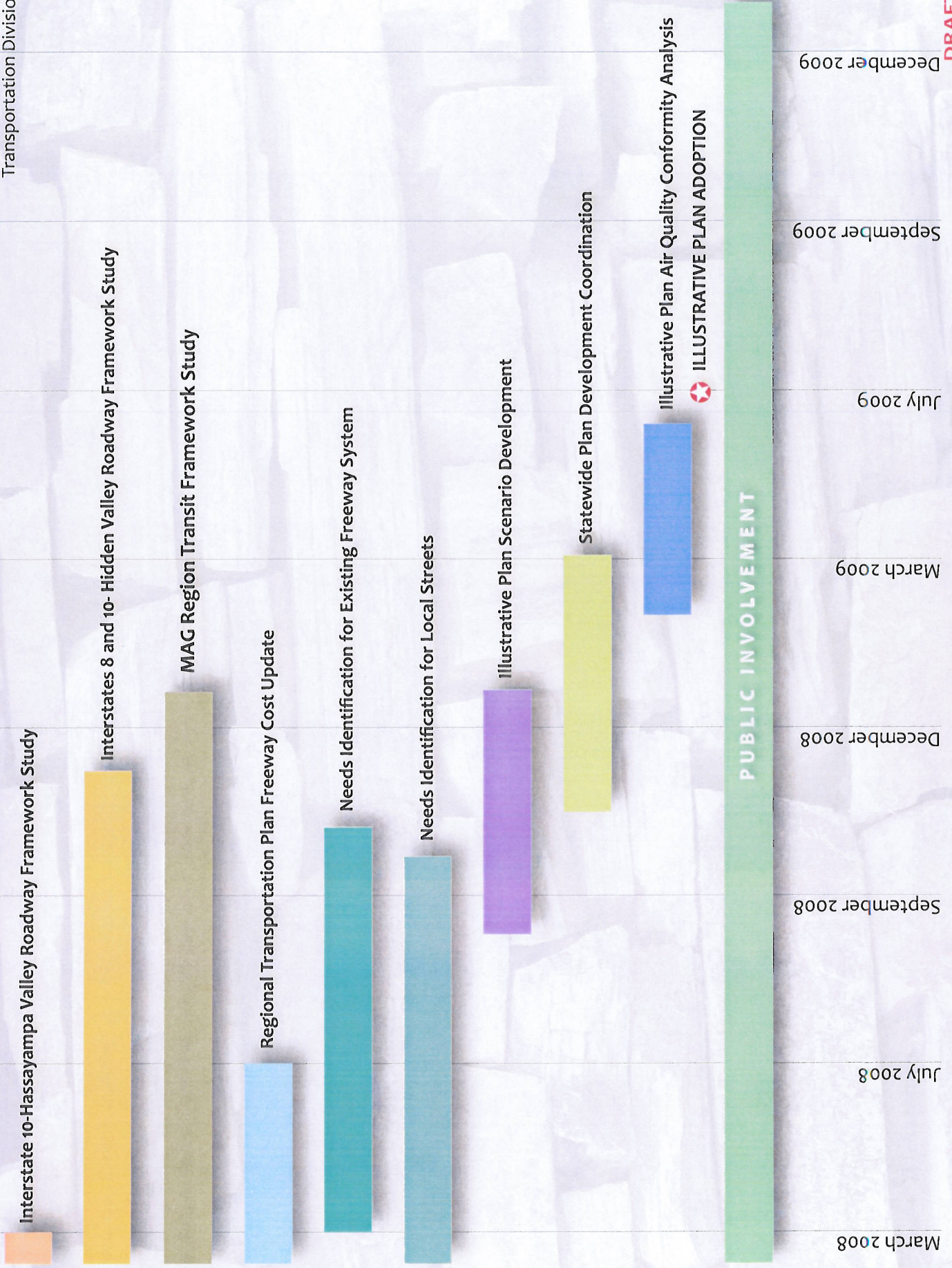
MAG recognizes that local jurisdictions may want to accelerate highway projects by providing the local jurisdiction's financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. The Transportation Policy Committee will review any request to accelerate a highway project and will make a recommendation to the MAG Regional Council, which must approve or disapprove the acceleration request. The jurisdiction or jurisdictions requesting the acceleration (sponsoring jurisdictions) must provide a resolution of support and commitment for the request from the governing body of the jurisdiction before the Transportation Policy Committee and the MAG Regional Council take formal action.
2. Subsequent to the approval of the MAG Regional Council, the sponsoring jurisdiction(s) must enter into an agreement with the Arizona Department of Transportation (ADOT) that includes the parameters of the approval from MAG in addition to other terms and conditions required by ADOT. MAG shall be a party to the agreement to ensure it conforms to this policy. The agreement among the sponsoring jurisdiction(s), ADOT and MAG may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.
3. Eligible projects covered by the MAG Highway Acceleration Policy include all projects on the State Highway System that are included in the ADOT Highway Life-cycle Program for the MAG Region and included in the adopted MAG Transportation Improvement Program (TIP) or the MAG Regional Transportation Plan (RTP). Projects may include right-of-way acquisition, design, or construction.
4. Since the primary sources of regional transportation funding have been included in the MAG RTP, funds that are the result of specific earmarks of either federal or state funds that have already been accounted for in the RTP ("below the line funding") are not eligible to be used to accelerate highway projects in the MAG region. Any previous commitments to provide local funding for highway projects included in the TIP or RTP should be maintained.

5. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
6. Local funding for enhancements beyond the elements included in the RTP or ADOT standards for other highway projects is not eligible for repayment.
7. Acceleration of a project outside a jurisdiction's limits should only be approved with the written agreement of the jurisdiction in which the project is located.
8. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
9. Fifty percent (50%) of the interest expense will be reimbursed by the jurisdiction and the balance will be paid by regional program revenues if it is determined that the program cash flow is adequate. Interest expense is based on the actual interest expense of the financing plus the costs of issuance, if any, or the imputed interest cost based on documented market rates if cash balances are used.
10. The repayment schedule of principal/project costs and interest reimbursement must follow the schedule as listed in the MAG TIP or the RTP. If projected program revenues are lower than expected, then the repayment schedule would be subject to delays or funding reductions in the same manner as any other project. If projected program revenues are higher than expected, then the repayment schedule would be advanced in the same manner as any other project.
11. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted TIP or RTP is to be adversely impacted, delayed, reduced or removed with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.

ILLUSTRATIVE PLAN DEVELOPMENT STEPS

Maricopa Association of Governments
Transportation Division



DRAFT

MAG Related Bills

BILL SUMMARY
(48th Legislature – 2nd Regular Session)
Updated February 12, 2008

New Bills Noted in BOLD

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			TRANSPORTATION		
VLT Exemption; Seniors; Income-Based	SB 1020	Sen. Tibshraeny	Persons 65 or older who are eligible for property tax protection based on their income are also eligible for an exemption from vehicle license tax for one vehicle (but not for a motor home).	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 1/15/08 Fin: FAILED 2/06/08 Rules: 1/14/08	
Transportation; HOV lanes; Hours	SB 1039	Sen. Harper	The times when the use of HOV lanes is restricted to vehicles of 2 or more persons become specified in statute as Monday through Friday, between 5am and 9am and between 3pm and 7pm. Current waivers for alt fuels are unchanged. [Effect is to extend the HOV lanes restriction by one hour in the morning. Current statute does not contain specific hours, leaving ADOT to establish restrictive hours by rule.]	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	
Transportation; HOV lanes; Hybrids	SB 1041	Sen. Harper	Hybrid vehicles may use the HOV lanes at any time if the vehicle has at least 45% fuel efficiency in combined city-highway fuel economy based on information provided by the federal government. Previously, hybrid vehicles could use the HOV lanes at any time if the federal government allowed it.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Toll Roads; ADOT; Private Entity	SB 1042	Sen. Harper	By December 31, 2009, the Arizona Department of Transportation (ADOT) must issue a request for proposals for a private entity to construct a toll road between the intersection of the Loop 303 and 75 th Avenue, and Prescott. Proposals must be submitted by June 30, 2010, and ADOT must award the contract by December 31, 2010. Various restrictions on private toll roads, including the requirement for private roads to be constructed only where reasonable alternative public routes exist, are eliminated.	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 Rules: 1/14/08	
Planned Communities; Authority Over Roadways	SB 1058	Sen. Gray C	An HOA has no authority over any roadway, easement or other area owned by, under the legal authority of or dedicated for use by a government entity (regardless of any provision in community documents).	Senate 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Gov: 1/14/08 Rules: 1/14/08	
State Transportation Board	SB 1204	Sens. Hale, Arzberger, Blendu, Landrum Taylor, Miranda, O'Halleran, Rios, Reps. Ableser, Chabin, McClure:	Adds a representative of a tribal government to the state transportation board.	Senate 1 st Read: 1/28/08 2 nd Read: 1/29/08 <u>Committees</u> Trans: 1/28/08 Rules: 1/28/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Financing; Revenue Anticipation Bonds	SB 1276	Sen. Huppenthal	The State Transportation Board is authorized to issue revenue anticipation bonds. Issues may not carry maturity dates longer than five years. Of the proceeds, a maximum may be used for the following purposes: \$3 billion for capital improvements in high traffic corridors; \$3 billion for improvements to highways based on how the current traffic load compares with the vehicle capacity of the highway; \$3 billion to municipalities for improvements to streets and intersections; and \$3 billion to mass transit. A final \$8 billion is reserved for grants to persons who submit bids for transportation projects; awards go to projects that anticipate the least cost per passenger mile in amounts capped at \$160 million per project. A Transportation Finance Committee is created to recommend to the Transportation Board the source of taxation to be used to secure the revenue anticipation bonds.	Senate 1 st Read: 1/30/08 2 nd Read: 1/31/08 <u>Committees:</u> Trans: 1/31/08 Fin: 1/31/08 Rules: 1/31/08	
Transportation Districts; Board Membership	SB 1415	Sens. Rios, Hale, Landrum Taylor, Miranda, Pesquiera; Sens. Aboud, Arzberger	Adds 4 new transportation districts (to 10 from 6) in the state. The new districts are Coconino County, Pinal County, Yavapai County and Yuma County (7-10 respectively). Changes the number and qualifications for members of the Transportation Board.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Rules: 2/07/08	
Toll Roads; Public Highway Authorities	SB 1420	Sen. Tibshraeny	Local governments are authorized to establish public highway authorities to construct toll roads. Authority revenue is not subject to taxation. Authorities may issue bonds and pledge revenues from the tolls to pay the bonds. Boards of directors govern the authorities, and make rules relating to toll collection and enforcement. Toll evasion is subject to a civil penalty of \$10 to \$150. Existing statutes relating to transportation project privatization (Title 28, Chapter 22) are repealed.	Senate 1 st Read: 2/05/08 2 nd Read: 2/07/08 <u>Committees:</u> Trans: 2/07/08 Fin: 2/07/08 Rules: 2/07/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation; Innovation Partnerships Program	SB 1465	Sen. Gould; Sens. Harper, Huppenthal, Verschoor, Reps. Groe, Pearce	Makes several changes to statutes relating to transportation, including allowing for a motor vehicle fuel tax refund for motor vehicle fuel used in a motor vehicle operating on a transportation facility or toll road, repealing statutes relating to transportation project privatization are repealed and requiring the Dept of Transportation to establish the Innovative Partnerships Program for the planning, acquisition, financing, development, design, construction, reconstruction, replacement, improvement, maintenance, management, repair, leasing and operation of transportation projects.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 App: 2/11/08 Rules: 2/11/08	
HOV Lane Conversion; Toll Lane	SB 1471	Sen. Gould, Rep. Groe	By November 15, 2013, the Dept of Transportation shall issue a request for proposals for the conversion of the HOV lane on state route 51 into a high occupancy toll lane and may issue a request for proposals for such conversion on any other highway in the state.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	
Light Rail Performance Audit	SB 1495	Sen. Gorman; Sens. Blendu, Gould, Gray L, Johnson, Biggs, Kavanagh, Nichols, Pearce, Yarbrough	If the portion of the Phoenix Metro light rail system referred to as the "minimum operating segment" is not operational by January 1, 2009, a performance audit shall be ordered conducted by a nationally recognized auditor with expertise in evaluating light rail systems. The audit shall be conducted 12 months after the segment begins operations. The cost of the audit shall be paid from county transportation excise tax revenue.	Senate 1 st Read: 2/05/08 2 nd Read: 2/11/08 <u>Committees:</u> Trans: 2/11/08 Rules: 2/11/08	
Public-Private Partnerships in Transportation	SB 1498	Sen. Gorman; Sens. Blendu, Harper	The Dept of Transportation is authorized to use a variety of procurement methods to develop and operate "eligible facilities" (defined). Language exempting leases of facilities related to commercial leases is deleted. Requires 2/3 vote of each house for passage due to increase in state revenue.	Senate 1 st Read: 2/05/08 2 nd Read: <u>Committees:</u>	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation; FAST Lanes	SB 1503	Sen. Gorman, Sen. Blendu, Rep. Nichols	By July 1, 2009, the Dept of Transportation must issue RFPs for a private entity to construct “freeway acceleration and sensible transportation lanes” for which single occupancy vehicle users will be charged a fee. A variable fee shall be charged to “ensure unrestricted access” to the lanes by eligible vehicles, etc.	Senate 1 st Read: 2/05/08 2 nd Read: <u>Committees:</u>	
States; Withdrawal; Federal Highway System	SCM 1009	Sen. Gould, Rep. Groe; Sen. Harper	The Legislature represents that the current federal highway system allows the federal government to mandate that states adopt certain policies or risk losing federal highway money, it and further represents that the system is “nearly bankrupt” and monies from the program will “diminish drastically” after 2009. The Legislature therefore urges Congress to enact legislation ending the current federal highway system or allowing states to opt out of the program and maintain their own roads.	Senate 1 st Read: 2/05/08	
ADOT Rule Revisions	HB 2049	Rep. McClure	Removes the authority of the Department of Transportation to make certain rules, including rules regarding priority programs and revenue bonds. Removes the authority of the director to adopt rules for the expenditure of monies in the state fund.	House 1 st Read: 1/14/08 House 2 nd Read: 1/15/08 <u>Committees</u> Trans: DP 2/07/08 Rules: 1/14/08	
Toll Road Companies; Headquarters in U.S.	HB 2087	Rep. Biggs; Rep. Murphy, Sen. Johnson	A company with which the Dept of Transportation may contract to build a privately-operated toll road must have its corporate headquarters in the United States.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Com: 1/16/08 Trans: 1/16/08 Rules: 1/16/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Transportation Plans; Ballot; Mode Delineation	HB 2091	Reps. Biggs, Murphy, Sen. Gorman; Reps. Barto, Clark, Crump, Groe, Kavanagh, Sen. Johnson	A strike everything amendment to HB 2092 by inserting language from HB 2091 received DPA/SE from Judiciary on 2/07/08. State or county transportation plans that are submitted for voter approval must appear on the ballot which each mode of transportation and its costs clearly delineated. Voters must be allowed to vote yes or no on each transportation mode separately.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: HELD 1/31/08 Rules: 1/14/08 Jud: DPA/SE 2/07/08	
Highway Project Advancement Notes	HB 2094	Rep. Biggs	Definition of excise taxes is expanded to include taxes imposed by a county, city or town (formerly, limited to city or town). Definition of highway project is expanded to include a transportation improvement plan or a regional association of governments	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: DP 1/31/08 CMMA: 1/22/08 Rules: 1/22/08	
Transportation Districts	HB 2133	Rep. Rios	For the purposes of state transportation planning, if a county reaches 500,000 population, it becomes its own transportation district. [Capitol Reports note: currently of the six districts, only Maricopa and Pima counties are single-county districts; the other 13 counties are splint among the remaining four districts.]	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 WM: 1/22/08 Rules: 1/22/08	
Regional Transportation Authorities	HB 2164	Reps. Prezelski, Farley; Thrasher	A regional transportation authority may be established in any county that is a member of a regional council of governments (formerly, only a county with a population of 400,001- 1 million could establish a regional transportation authority). The executive director of the authority must reside in the geographic boundaries of the authority. If approved by the voters at a countywide election, the authority shall levy and the Dept of Revenue shall collect a transportation excise tax.	House 1 st Read: 1/16/08 2 nd Read: 1/17/08 <u>Committees</u> Trans: 1/16/08 CMMA: 1/16/08 Rules: 1/16/08	

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Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Driving on Highways; Speed Limits	HB 2314	Reps. Sinema, Ableser: Reps. Campbell CH, Lopes, Meza	The presumed speed limit on highways outside urban areas (defined as an area with more than 50,000 persons) is reduced to 60 mph from 65 mph, for commercial vehicles, vehicle combinations weighing more than 26,000 pounds, and vehicles pulling a pole trailer that weighs 6,000 or more pounds.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Trans: 1/22/08 Rules: 1/22/08	
Motor Fuel Taxes; Annual Adjustment	HB 2593	Rep. Prezelski, Farley, Gallardo: Reps. Campbell CH, Lujan, Sinema, Thrasher	Beginning January 1, 2010, motor vehicle fuel taxes and use fuel taxes are adjusted annually by the percentage change in the gross domestic product index factor for Arizona. The fixed 13-cent use fuel tax for vehicles transporting forest products ends on Jan 1, 2010, and is replaced by the adjusted tax rate as provided in this act.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 <u>Committees</u> Trans: 1/29/08 App: 1/29/08 Rules: 1/29/08	
Development Fees; Public Transportation	HB 2665	Rep. Farley, Prezelski, Sinema: Reps. Ableser, Gallardo, Ulmer, Sens. Aboud, Aguirre	A municipality or county may assess development fees to offset costs associated with providing public transportation.	House 1 st Read: 2/04/08 2 nd Read: 2/05/08 <u>Committees</u> CMMA: 2/04/08 Trans: 2/04/08 Rules: 2/04/08	
Highway User Revenue Fund Uses	HCR 2001	Rep. Campbell CH	The 2008 general election ballot is to carry the question of whether to amend the constitution expand the permitted uses of highway user revenues to include any transportation project (formally only highway and street projects were permitted).	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Trans: 1/14/08 CMMA: 1/14/08 Rules: 1/14/08	

AIR QUALITY					
Air Quality; Idling; Study Committee	HB 2043	Rep. Robson	As of 2/11/08 this bill is S/E: FY 2007-2008 state hiring prohibition. Establishes a 13 member Vehicle Idling Study Committee to consider the issues involved in developing a program to reduce the amount of pollution caused by unnecessary diesel engine idling. Sunsets on September 30, 2009.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> App: 2/11/08 Env: 1/14/08 Rules: 1/14/08	
Air Quality; Violation Reports	HB 2044	Rep. Robson	The annual date on which the county or special district officer in charge of enforcing air quality laws must submit a report to the governor and the Legislature regarding entities that have been issued an order of abatement or a renewal of an order is changed to October 1 from December 1.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> Env: 1/14/08 Rules: 1/14/08	
Incinerators; Municipalities and Counties	HB 2135	Rep. Ableser	Counties and municipalities in air quality Area A (Phoenix metro) and Area B (Tucson metro) must limit the capacity of new incinerators in the jurisdiction and not increase the capacity of any existing incinerator within the jurisdiction.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> Env: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	
Land Divisions; Water Requirements	HB 2144	Rep. Ableser	A county or municipality shall not allow land divisions of 5 or fewer lots, tracts, or parcels without a water supply as determined by statute.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 <u>Committees</u> WA: 1/22/08 CMMA: 1/22/08 Rules: 1/22/08	

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Emissions Testing; Motorcycles; Area A	HB 2280	Reps. Weiers JP: Reps. McLain, Nichols, Pancrazi	All motorcycles in the state are exempt from vehicle emissions inspection (formerly, only motorcycles in air quality area B – Tucson metro – were exempt). Does not become effective unless the EPA issues a vehicle emissions testing exemption for motorcycles in air quality area A (Phoenix metro) by July 1, 2010.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 Committees: Env: DP 1/30/08 Trans: 1/22/08 Rules: 1/22/08	
Clean Car Standards; No Idling	HB 2308	Rep. Sinema, Ableser: Reps. Campbell CH, Gallardo, Lopes, Meza, Miranda B	Requires the director of ADEQ to adopt the California Motor Vehicle Emissions Standards for passenger cars, light duty trucks and medium duty passenger vehicles. The Dept may adopt the Zero Emission Vehicle Program Regulations contained in the California Code of Regulations only in air quality area A or B (Phoenix metro and Tucson metro) as necessary to meet applicable air quality standards. The rules shall apply to new vehicles sold in this state beginning in 2009. The director shall adopt by rule standards for commercial vehicles and government fleets designed for a reduction in vehicle idling time of 80% by 2011 and 100% by 2016.	House 1 st Read: 1/22/08 2 nd Read: 1/23/08 Committees: Env: 1/22/08 Trans: 1/22/08 Com: 1/22/08 Rules: 1/22/08	
Air Quality; Cumulative Modeling	HB 2543	Rep. Sinema, Ableser, Chabin: Reps. Campbell CH, Lopes, Sen. Landrum Taylor	The Dept of Environmental Quality is authorized to require applicants for an air quality permit to include modeling that considers the cumulative impact of particulate matter emissions from sources in proximity to the applicant's source.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 Committees: Env: 1/29/08 Rules: 1/29/08	
Vehicle Emissions Testing; Onboard Diagnostics	HB 2725	Rep. Nichols	On request of an owner or operator of a vehicle, a vehicle that would otherwise be subject to an onboard diagnostic check shall be permitted to take a tailpipe emissions test without receiving the onboard diagnostic, and any vehicle that fails an onboard diagnostic check shall immediately be subjected to a tailpipe emissions test.	House 1 st Read: 2/06/08 2 nd Read: 2/07/08 Committees: Env: 2/06/08 Rules: 2/06/08	

			HUMAN SERVICES		
Domestic Violence; Definition	SB 1386	Sen. Tibshraeny; Sen. Gray L	Changes the statutory definition of “domestic violence” for purposes of the criminal code to exclude violence between persons residing together as roommates.	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 Committees: PSHS: 2/05/08 Jud: 2/05/80 Rules: 2/05/08	
Domestic Violence; Dating Relationships	HB 2374	Rep. Hershberger, Sen. Rios	Expands definition of “domestic violence” to include current or previous significant romantic or sexual relationships between the victim and defendant.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 Committees Jud: 1/24/08 Rules: 1/24/08	
Strangulation & Suffocation; Study Committee	HB 2545	Reps. Sinema, Gallardo, Lujan, Schapira: Reps. Ableser, Tobin, Sen. Tibshraeny	The Strangulation and Suffocation Study Committee is established to research strangulation or suffocation in domestic violence situations and make recommendations to improve law enforcement and judicial responses. The committee must submit a report to the Governor and Legislature by December 31, 2008. Session law only; no change to statutes.	House 1 st Read: 1/29/08 2 nd Read: 1/30/08 Committees: Jud: 1/29/08 Rules: 1/29/08	

MISCELLANEOUS				
Prisoners; Incarceration; County Jail	SB 1136	Sens. Cheuvront, Gray C	If the length of incarceration in the Dept of Corrections a person will actually serve (the sentence minus time served) is 1 year or less, the person shall serve it in a county jail. The Dept of Corrections shall provide, medical and health services and psychiatric care and treatment only to prisoners incarcerated in the Dept of Corrections.	Senate 1 st Read: 1/23/08 2 nd Read: 1/24/08 <u>Committees:</u> PSHS: 1/24/08 App: 1/24/08 Rules: 1/24/08
Public Private Partnerships; Written Agreements	SB 1398	Sens. Johnson, Blendu; Sens. Aboud, Gould, Gray C, Verschoor	Establishes regulations for partnerships between any state department or agency or any political subdivision of this state and a private entity.	Senate 1 st Read: 2/05/08 2 nd Read: 2/06/08 <u>Committees:</u> Gov: 2/06/08 Rules: 2/06/08
Annexation; Cities and Towns	HB 2051	Rep. McClure	Authority of municipalities to annex territory in an adjacent county is expanded to include territory in more than one county.	House 1 st Read: 1/14/08 2 nd Read: 1/15/08 <u>Committees</u> CMMA: 1/14/08 Rules: 1/14/08
Emergency Telecommunica tions Services	HB 2381	Reps. Weiers, Gray L	The amount permitted to be paid out of the Emergency Telecommunications Services Fund for administrative costs or fees for consultants' services is increased from 3% to 5% of the amount deposited into the fund annually.	House 1 st Read: 1/24/08 2 nd Read: 1/28/08 <u>Committees</u> NRPS: DP 2/06/08 Rules: 1/24/08
Census; Precinct Line Freeze	HB 2793	Rep. McComish; Rep. Clark	County boards of supervisors are prohibited from changing the boundaries of voting precincts between August 1, 2008 and Jan 1, 2011, except to split a precinct for "administrative purposes" or to provide for more than one polling place within a district.	House 1 st Read: 2 nd Read: <u>Committees:</u>

Committee Legend:

APP	Appropriations
APP-	Appropriations -
APP-P	Appropriations – Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GR	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRA	Natural Resources and Agriculture
NRRA	Natural Resources and Rural Affairs
NRPS	Natural Resources and Public Safety
PIR	Public Institutions and Retirement
PSHS	Public Safety and Human Services
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WA	Water and Agriculture
WM	Ways and Means

W/D	Withdrawn
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